

Blackbird! with so clear a note  
Hidden in thy dusky throat,  
Sing thy sweetest; flowers of May  
All too quickly pass away.

Blackbird! little carest thou  
If they go, or when, or how;  
'Tis for man to live corroding  
Present pleasure with foreboding.

Let me, then, be taught of thee  
Anxious care and thought to flee;

He who driveth each to-morrow  
Must performe have double sorrow.  
—Anon.

### RUNNING THE BLOCKADE.

A Scotch Sailor Carried Off a Cargo of Cotton Under Difficulties.

The following story is told of how Capt. Filson, who ran the blockade seventeen times during the war, saved a valuable cargo from a Federal blockading vessel:

He was in command of a large blockade runner, and was off the coast of the Southern ports. He attempted to escape during a fog in the evening; the fog suddenly lifted and he found he had nothing but a swift pair of heels to rely upon, for a Federal cruiser was within range of him. The Federal ran across his bows, but the captain took no notice of the hostile life, and he was on his way to safety. His decks were piled high with cotton, which formed an excellent protection against small arm fire. The Federal now opened the ball in good earnest, and well after she had churned the water into foam

The Federal ceased firing, and watched the disabled vessel until at last she was beached, half full of water. Capt. Wilson and his

rew fled to the shore, and saw the Federal  
mil off a boat to inspect their capture.  
atisfied that the vessel was completely dis-  
abled the Federal steamed off to her station  
the assured hope that she had settled Capt.  
Wilson this time. The misfortune, however,  
did not daunt him. He made his way to a  
neighboring plantation, obtained the assist-

the captor was out of sight and the tide had receded, unloaded the bulk of the cotton. With the assistance of a blacksmith he repaired the hull by riveting iron plates inside and outside the shot hole and filling the interstices with tar and cotton. The water in the boiler had put out the fuse of the shell; so, extracting his iron visitor, he riveted new

lates over the hole and made, with the assistance of his engineer, a strong if not very presentable repair.

The cotton was reshipped, and in the early ray of the morning as the Federal captain appeared in the office to take possession of his prize he beheld her steaming away to England as if nothing had happened, while a

contemptuous salute from Capt. Wilson's single gun gave him a forcible idea of the resources of a "canny Scot" in a corner.—*Chambers' Journal.*

**THE SCIENCE OF SAILS.**

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**Points That Yachtmen and Catboatmen May Value.**

Like a bird's wing, the first need for all effective sail is a rigid leading edge or leech; obtained in the square and gaffsails by the drag of a bowline, in the steensail by the yard or bone of the sailing self, in staysails by the rigidity of the mast or supporting stay and in jibe by the powerful hoisting purchase and use of chain

Like a bird's wing, the first need for all effective sail is a rigid leading edge or rather leech; obtained in the square and gaff sails by the drag of a bowline, in the foremast by the yard or bone of the sailing vessel, in staysails by the rigidity of the mast or supporting stay and in jibs by the powerful hoisting purchase and use of chain or halyards. Before the introduction of the chain, the jib, like the first string of a violin, was constantly getting out of tune and in want of setting up. Another point in a good sail is that the after edge, when held in place by the sheet, should be as nearly up and down as possible, and, like the leading edge of a wing, unaffected by anything other than a bowline, but not of any size

The cloth at this end of a jib is at times seen shaking while the rest of the canvas is still as though frozen, and it is better the wind should pass it freely so than be girt in and held by it. The cloths of a jib are out a little convex upon the leading edge, and unless the position of the sheets were carefully

where a reef-band requires strength.

The cloth at this end of a job is at times men shaking while the rest of the canvas is still as though frozen, and it is better the reef should pass it freely so than be girt in and held by it. The cloths of a job are cut a little convex upon the leading edge, and unless the position of the sheets were carefully fixed with respect to this convexity, the luff of a job would be concave instead of straight when roped and hoisted.

There is an old sea saying, often used, too, by landmen without knowing why, viz.: "I new him by the cut of his job," a job really saving more cut out than other sails.

Though few practical sailmakers or users of sails are aware of it, the luff of a job is

There is an old sea saying, often used, too, by landmen without knowing why, viz.: "I new him by the cut of his jib," a jib really saving more out at it than other sails. Though few have the opportunity of observing it, sailors really much about algebraic formulae, they have their rules, handed down to them from old time, for cutting out sails: and, as wind and water are very conservative elements, they seldom go far wrong. Among these rules is that working by thirds—that is, when at a loss as to the best proportion for one thing toward another, to make a third. The boat always takes her

third of the fish caught, a yard of a lug sail slung a third from the end, the most convex part of the jib is at one-third of the luff from the tack, and the sheet exactly opposite the point. A pious adherence to his old mystery saves much calculation and trouble, and when slipbuilders thought a third a good proportion of beam to length, a fair amount

stability was insured to our ships. Sailors speak of a mill as lifting or pressing quite independently of the power of driving a vessel ahead. All jibs are lifting mills, which do their work with least tendency to force a vessel's lee side down. They are safe sails, the fore or rear round under the wind; hence, perhaps, the term "jibe." The angle at which the weather edge of a jib stands has much to

o with this lifting quality, for a cutter's foremast, though triangular, is not found a lifting sail. Next to a jib, the sail which has most of this power is no doubt the lateen (Latin) sail of the south, particularly as set upon the foremast of a felucca, while the splendid lifting power of the lateen sail may have led to its being substituted as the head sail.

**Cheating a Restaurant.**  
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**Cheating a Restaurant.**

A down town restaurant keeper discovered novelty in petty swindling the other day. In a walk down the room between the tables," he said, "I happened by accident to notice that a certain regular customer had a fifty-five-cent lay out regular before him. When he came to the desk here to pay he tendered a five dollar bill. I quietly named over the amount of his check. He looked at the bill he had had, and without a word he laid the bill and went out. Then I called up the waiter who had served him, and was ordered to discharge him for giving a wrong check."

back, but he brought the head waiter to prove that he had put the right one on the table. At that a waiter from another part of the room came to the desk on an errand and overheard what we were talking about, and at once was able to tell how the customer got the twenty cent check. This other waiter had served him with a twenty cent lunch.

When the young man asked for the check, the waiter told him it had already been given to him. The waiter then told him that the check had already been given to him. The waiter then told him that the check had already been given to him.

ay before. When the Young  
tation it he called for a check  
given him, although the waiter  
and already given him one.  
told the first check in the  
tance next day for a  
mailers got their  
over they could  
month the  
week at